



Airfields are a problem in Sweden where, as mentioned above, flat spaces are very few and far between; deep snow covers them for several months of the year and frost plays havoc with tarmac and runways. To one used to (or should it be spoiled by?) the numerous airfields with long and wide runways found in this country, the airfield at Linköping, small, of rutted grass and mud, and hemmed in by small hills and trees, is formidable.

Captain Claes Smith, SAAB's chief test pilot, made the first flight with the 21A prototype from this field with a run of only about 800 yards. Some small extensions have now been made, and Bob Moore, ex-R.A.F., E.T.P.S. and Rolls-Royce test pilot, does all development flying of the 21R from here. For the Scandia, even at max a.u.w., 800 yards of grass is adequate for operation. It is almost certain, however, that the J29 will be taken to one of the long runways available or under construction at the two airfields at Norrköping, 40 km to the north.

#### SAAB Executives

In conclusion, a word must be said about the SAAB staff under their chairman and managing director, Mr.

Ragner Wahrgren, technical director Mr. Sven Otterbeck, and general manager (chief engineer) Major Nordquist. Swedish people are noted for their hospitality, and certainly SAAB more than live up to this national reputation. A word of introduction from Major Nordquist is a passport to all service and civil aviation circles in Sweden. Roland Johnson is known to many people in this country, following a visit in his capacity of sales manager and SAAB ambassador. Arne Krabbe, public relations manager, an excellent host and companion, takes pleasure in anticipating one's every need both inside and outside working hours. All treat English as a second language—taught in the schools, used in the majority of text books, magazines and novels and in many films.

The SAAB company, which has shown itself by its production to be both enterprising and shrewd, far from claiming originality in all matters, is proud to adapt and improve to meet Sweden's special requirements American and British ideas and experience, as they did with success when building up their industry before the war.

In view of socialist Sweden's geographical position, and her strong ties with the Western democracies, it is to the advantage of all concerned that British and American pilots and technicians should work side by side with Swedes in their aircraft factories, that a powerful Swedish Air Force should fly de Havilland Vampires and Mosquitoes in addition to their home-produced aircraft, and that there should be a good measure of co-operation and co-ordination in the respective industries and Services.

- 1 21Rs, 21As and an 18B around the tarmac at Linköping. The main portion of the airfield is behind the background hillock.
- 2 Outside the fine, modern SAAB factory at Trollhättan is seen the SAAB92 light car beside our 2½-litre Riley.
- 3 Public relations manager, Arne Krabbe.
- 4 Technical Director Sven Otterbeck.
- 5 Major Elis Nordquist, the general manager.
- 6 Roland Johnson heads technical sales.

